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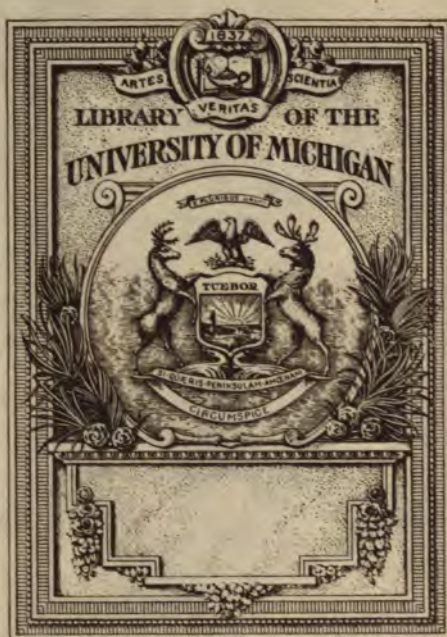
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Penn. R. R. Four of His Royal Highness
Prince Henry of Prussia in U.S.A.



THE GIFT OF
The President's delegates
for reception of Prince Henry

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Presented with the Compliments of the President
Delegates for the Reception and Entertainment of
Royal Highness Prince Henry of Prussia.

DAVID J. HILL,
For the President's Delegation

Department of State,
Washington, D. C., March 20, 1902.

Received April 10, '02





H. R. H. PRINCE HENRY.

TOUR
OF
HIS ROYAL HIGHNESS
PRINCE HENRY OF PRUSSIA
IN THE 111972
UNITED STATES OF AMERICA
UNDER THE PERSONALLY-CONDUCTED SYSTEM
OF THE
PENNSYLVANIA RAILROAD.

111972

ALLEN, LANE & SCOTT, PRS.,
PHILADELPHIA.

GENERAL PROGRAMME
OF THE VISIT OF
HIS ROYAL HIGHNESS
PRINCE HENRY OF PRUSSIA

SATURDAY, FEBRUARY 22.

Arrival in New York Harbor, probably about noon, on *Kronprinz Wilhelm*, of North German Lloyd Line. Admiral Evans, commanding the Special Squadron, will meet the steamer at Quarantine Station and conduct His Royal Highness Prince Henry of Prussia with his suite to the *Hohenzollern*, which the President's delegates will then visit to extend greeting. Exchange of official visits during the afternoon. Prince Henry and his suite will attend the Irving Place Theatre and return to the *Hohenzollern* for the night.

SUNDAY, FEBRUARY 23.

In the morning, religious exercises on board the *Hohenzollern*. If the weather is favorable, a visit to the tomb of General Grant in the afternoon. Private entertainment by the Deutscher Verein. Leave for Washington in the evening by special train on the Pennsylvania Railroad.

MONDAY, FEBRUARY 24.

Short stop at Baltimore at 9 A. M. Arrival at Washington at 10.20 A. M. Military escort from the Pennsylvania Rail-

THE PENNSYLVANIA RAILROAD.

road Station to the White House, and thence to the German Embassy. The President will return the visit of the Prince at noon. Visit of the Commissioners of the District of Columbia, and brief address of welcome. Visits of Ambassadors and Ministers. Visit to the Capitol at 4 P. M. Dinner at the White House at 8 P. M. After dinner the Prince will return to New York by special train on the Pennsylvania Railroad. Departure



THE CAPITOL, WASHINGTON.

of the President and his party for Jersey City by the Pennsylvania Railroad.

TUESDAY, FEBRUARY 25.

Departure of the Prince and his suite and of the President and his party from Jersey City for the shipyards of the Townsend-Downey Shipbuilding Company, at Shooter's Island. Launching of the yacht of the German Emperor at 10.30 A. M. Luncheon to the President on board the *Hohenzollern* at 1 P. M. Military escort to receive the Prince at the Custom-House Wharf, Battery, where he will land at 3.30 P. M. and

THE PENNSYLVANIA RAILROAD.

proceed to the City Hall. Visit of the Prince to the Mayor of New York, and presentation of the freedom of the city at City Hall at 4 P. M. Dinner of the Mayor of New York at 6.30 P. M. Gala opera at the Metropolitan Opera House after the dinner.

WEDNESDAY, FEBRUARY 26.

Luncheon with representatives of commerce and industry at 12.30 P. M. Sightseeing in New York in the afternoon. Torchlight concert at the Arion Club at 6.30 P. M. Banquet of the Press of the United States at 8 P. M. Special ferry to the Pennsylvania Railroad at 12 midnight and journey to Washington.

THURSDAY, FEBRUARY 27.

Arrival of the Prince at Washington and escort to the German Embassy. Memorial exercises to President McKinley in the House of Representatives, the Prince and his suite attending. Visit in the afternoon to Mount Vernon, leaving Washington via Washington, Alexandria, and Mount Vernon Electric Railway at 3.20 P. M.

FRIDAY, FEBRUARY 28.

Visit to Annapolis in the forenoon. Luncheon at Annapolis at 12 noon. Farewell visit of the Prince to the President. Dinner at the German Embassy.

SATURDAY, MARCH 1.

Departure of the Prince and his suite for his Southern and Western tour on special train. Journey across the Allegheny Mountains, by Horseshoe Curve, on Pennsylvania Railroad. Stop of ten minutes at Pittsburg and Columbus, and of twenty minutes at Cincinnati.

SUNDAY, MARCH 2.

Arrival at Chattanooga at 7 A. M. Presentation of souvenir album of views. Three hours and thirty minutes for a

THE PENNSYLVANIA RAILROAD.

trip to Lookout Mountain. Departure for St. Louis at 10.30 A. M. Stop of fifteen minutes at Nashville, ten minutes at Louisville, and twenty minutes at Indianapolis.

MONDAY, MARCH 3.

Arrival at St. Louis at 7 A. M. Reception at the Union Station. Presentation of an address. Carriage drive to the Eads Bridge and thence to the St. Louis Club. Breakfast at the St. Louis Club. After breakfast drive through the West End to Forest Park, where the special train will be in waiting. Departure for Chicago at 11 A. M.

Arrival at Chicago at 6.30 P. M., Union Depot. Reception by the Mayor, the German Consul, and a Reception Committee. Drive from the depot to the Auditorium Hotel with military escort. Dinner at the Auditorium Hotel given by the associated Reception Committees at 7 P. M. A choral festival at the First Regiment Armory by German musical societies at 9 P. M. Grand ball in the Auditorium at 10.30 P. M. Supper following the ball.

TUESDAY, MARCH 4.

Visit to statue of Abraham Lincoln in Lincoln Park. Departure for Milwaukee at 2 P. M. Arrival at Milwaukee at 4 P. M. Reception by the Mayor at the Station. Military escort to the Exposition Hall. Greeting by the United Singing Clubs. Drive through the illuminated court of honor to the Hotel Pfister. Dinner at the Hotel Pfister. If time allows, gala representation at the German Theatre.

Departure from Milwaukee at 10 P. M. for journey eastward.

WEDNESDAY, MARCH 5.

Arrival at Buffalo at 1.45 P. M., Central time. Stop of fifteen minutes. Arrival at Niagara Falls at 3.45 P. M., Eastern time. View of the Falls and departure from Niagara Falls at 6.15 P. M. Stop of twenty minutes at Rochester at 8.30 P. M. Stop of ten minutes at Syracuse at 10.50 P. M.

THE PENNSYLVANIA RAILROAD.

THURSDAY, MARCH 6.

Arrival in Boston at 10 A. M., South Terminal Station. Reception by the Mayor and the German Consul. Drive from the station to the Somerset Hotel under military escort.

At 10.45 A. M. the Governor, Mayor, President of Harvard University, and others pay their respects at Somerset Hotel. Short drive through the city and stop at the State House to return the visit of the Governor. Visit to Shaw Memorial. Drive to the Public Library to return the visit of the Mayor. Visit to Cambridge, arriving at Memorial Hall at 1.30 P. M. At



STATE, WAR, AND NAVY DEPARTMENTS, WASHINGTON.

1.45 P. M. visit to the President of the University. The President will accompany the Prince to the Faculty Room.

At 2 P. M. luncheon in the Faculty Room. At 2.45 P. M. visit to the buildings of the University. At 3.30 P. M. entertainment given by the students of the Harvard Union, with short speeches lasting until 4.45 P. M. At 5 P. M. reception of delegation of the Germanic Museum Association at the house of Professor Münsterberg. At 5.30 P. M. leave Cambridge. Arrival at Somerset House at 6 P. M. At 7.30 P. M. dinner by the authorities of the city.

THE PENNSYLVANIA RAILROAD.

FRIDAY, MARCH 7.

Departure from Boston at 2 A. M. Arrival at Albany at 8.30 A. M. Stop of two hours. Reception at the Station by the Governor and Mayor. Military escort to the City Hall, where the freedom of the city and a souvenir will be presented. Military escort from the City Hall to the State Capitol Building. Reception by the Governor, Senate, and Assembly. Departure for West Point at 10.30 A. M. Arrival at West Point at 2 P. M. Visit of two hours. Departure from West Point at 4 P. M. Arrival at New York by Special Ferry from Weehawken at 5.45 P. M. Dinner at the University Club at 8 P. M.

SATURDAY, MARCH 8.

Day spent in rest and recreation. Dinner of the Grosse Deutsche Gesellschaft at 8 P. M.

SUNDAY, MARCH 9.

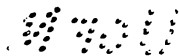
Luncheon at the University Club at 1 P. M. Private dinner for the Prince. Visit to the New York Yacht Club at 9.30 P. M.

MONDAY, MARCH 10.

Departure from New York by Special Ferry from West Twenty-third Street Station at 8 A. M. Arrival at Broad Street Station, Philadelphia, at 10.20 A. M. Reception at the Station by the Mayor of the city and the German Consul and visit to the City Hall, where the freedom of the city will be presented. Visit to Cramp's shipyard. Luncheon with the Union League at 1.30 P. M. Departure for New York from the Broad Street Station at 3.30 P. M. Arrival at New York by Special Ferry to West Twenty-third Street Station at 5.50 P. M. Dinner and reception on board the *Hohenzollern*.

TUESDAY, MARCH 11.

Farewell visits and departure.



THE PENNSYLVANIA RAILROAD.

HIS ROYAL HIGHNESS PRINCE HENRY OF PRUSSIA AND SUITE.

1. HIS ROYAL HIGHNESS, PRINCE HENRY OF PRUSSIA.
2. H. E. THE GERMAN AMBASSADOR.
3. H. E. STAATSEKRETÄR VON TIRPITZ.
4. H. E. GENERALADJUTANT GENERAL VON PLESSÉN.
5. H. E. KÖNIGLICHER GESANDTER VICEADMIRAL VON EISENDECKER.
6. H. E. HOFMARSHALL VICEADMIRAL FREIHERR VON SECKENDORFF.
7. KONTREADMIRAL GRAF BAUDISSLN.
8. KAPITÄN ZUR SEE VON MÜLLER.
9. FLÜGELADJUTANT KORVETTENKAPITÄN VON GRUMME.
10. GRAF QUADT, BOTSCHAFTSRATH.
11. KORVETTENKAPITÄN VON REBEUR.
12. STABSARZT DR. REICH.
13. PERSÖNLICHER ADJUTANT KAPITÄNLEUTNANT SCHMIDT VON SCHWIND.
14. ADJUTANT KAPITÄNLEUTNANT VON TROTHA.
15. PERSÖNLICHER ADJUTANT KAPITÄNLEUTNANT VON EGIDY.
16. COUNT M. G. SECKENDORFF.
17. DR. MANTLER.

THE PRESIDENT'S DELEGATES.

1. HON. DAVID J. HILL, Assistant Secretary of State.
2. MAJ. GEN. HENRY C. CORBIN, Adjutant-General, U. S. A.
3. REAR-ADMIRAL ROBLEY D. EVANS, U. S. N., Honorary Aide-de-Camp
to his Royal Highness.
4. COL. T. A. BINGHAM, U. S. A., Military Aide to the President.
5. COMMANDER W. S. COWLES, U. S. N., Naval Aide to the President.

PRIVATE SECRETARIES.

HOFSTAATSEKRETAR HINTZE.

HOFRATH KINNE.

MR. CHARLES RAY DEAN.

THE PENNSYLVANIA RAILROAD.

REPRESENTATIVE OF THE PENNSYLVANIA RAILROAD.

MR. GEORGE W. BOYD, Assistant General Passenger Agent.

REPRESENTATIVES OF THE PRESS.

MR. MARTIN G. EGAN, representing the Associated Press.

MR. CHARLES W. TYLER, representing the Sun Press Association.

MR. ROBERT H. HAZARD, representing the Scripps-McRae Press Association.

REPRESENTATIVES OF THE GERMAN PRESS.

MR. HAEDICKE, representing the Wolff Telegraphic Bureau.

MR. ZÖLLER, representing the Cologne Gazette.

MR. VIERECK, representing the Berliner Tageblatt.

PHOTOGRAPHERS.

MR. R. L. DUNN, representing Leslie's Weekly.

MR. N. LAZARNICK, representing Harper's Weekly.

MR. JAMES HARE, representing Collier's Weekly.

TOUR
OF
HIS ROYAL HIGHNESS
PRINCE HENRY OF PRUSSIA
IN
THE UNITED STATES.



PENNSYLVANIA RAILROAD STATION, JERSEY CITY.

HIS ROYAL HIGHNESS will take his first experience in railroad traveling in America when he boards his special train for Washington in the Jersey City Station of the Pennsylvania Railroad.

The train will present the finest example of American railway equipment. It will be composed of a locomotive and seven cars. The locomotive is of the best and newest type used in the passenger service of the Pennsylvania Railroad. It was designed and constructed in the shops of the Company, located at Altoona, Pennsylvania.

THE PENNSYLVANIA RAILROAD.

The cars consist of a Pullman composite smoking and baggage car, a dining car, a twelve-section sleeping car, three compartment cars, and the private car "Columbia." Each car represents the best thought and skill of the leading American car-building institution, and in its entirety the train is as comfortable and as well appointed in all essential details as the highest class ocean steamer.

As the train emerges from the arched shed of the station it moves over a viaduct elevated above the busy streets of Jersey City, and soon reaches the flat and marshy lands that border the Passaic River. A glimpse of New York Bay and the harbor may be had on the left, the highlands of New Jersey on the right, and the spires and chimneys of Newark in the foreground.

As the train glides through Newark it is well to note that it is the principal manufacturing town of the State of New Jersey. It has a population of 246,070 persons, and its factories turn out implements and machinery of almost every description, and products from a widely diversified scope of industry.

Next appear the smaller cities of Elizabeth and Rahway, and still further on New Brunswick, the seat of Rutgers College, founded in 1771. All these towns are not only suburban to New York but workshops where an infinite variety of things are made that find sale in the great city.

South of New Brunswick the route leads over a beautiful plateau which rises on the west in hills parallel to the road. In the middle distance are seen the spires and roofs of Princeton College, founded in 1746, and one of the most celebrated institutions of learning in America. On January 3d, 1777, it was the scene of a battle between the American troops under General Washington and a portion of the British Army.

THROUGH EARLY BATTLEFIELDS.

Trenton, the seat of government of the State of New Jersey, soon comes into view, and the gilded dome of the State Capitol is seen above the surrounding trees. Trenton contains a population of 73,307 people and it is chiefly famous for its potteries. Some of the finest specimens of American china are



BROAD STREET STATION, PHILADELPHIA.

THE PENNSYLVANIA RAILROAD.

made here. On December 26th, 1776, General Washington fought the Battle of Trenton in the streets of the town.

The stream on the southern boundary of Trenton is the Delaware River, which divides the States of New Jersey and Pennsylvania. Villages and towns alternating with farm lands bound the road until the great manufacturing city of Philadelphia is reached.

Philadelphia is the third city in America in population, containing 1,293,697 inhabitants, and covers 129 square miles of territory. It possesses many places of interest in connection with the early history of the country, notably Independence Hall, where the declaration of American independence of Great Britain was ratified in 1776; and the grave of Benjamin Franklin, printer, statesman, and philosopher. Philadelphia is the largest manufacturing city in America. It has the largest shipbuilding works (Cramp's), the largest locomotive building shops (Baldwin's), and its production of carpets, woolen goods, hats, and a large number of other articles of commerce is varied and extensive. It is the headquarters of the Pennsylvania Railroad, whose terminal station at Broad Street is the handsomest structure of the kind in America.

The journey south from Philadelphia to Washington is interesting. It traverses the States of Pennsylvania, Delaware, Maryland, and the District of Columbia. The first town of importance is Chester, in Pennsylvania, noted for its manufacture of iron products and its shipbuilding.

THROUGH DELAWARE AND MARYLAND.

The next fifteen miles to the southward is Wilmington, in the State of Delaware, a city of 76,508 people, all busy workers in the building of ship-engines, steamships, and railroad cars, or in the manufacture of fine leather, gunpowder, and other articles of trade.

Through the farming lands of Delaware and Maryland and across the great Susquehanna River the route leads to Baltimore. This is an old city, as the age of cities is counted in this new land, and an important one. It contains 508,957 inhab-

THE PENNSYLVANIA RAILROAD.

itants, and has an extensive commerce in grain, agricultural products, coal, and manufactured goods. The railroad goes under the city through a series of five tunnels.

Forty miles to the south is Washington, the Capital of the United States and the most beautiful and interesting of American cities.

Its handsome avenues, attractive squares adorned with trees, flowers, and statuary, and the stately public buildings, impress themselves indelibly on the mind of the visitor.

Washington has a population of 278,718, but no commerce, manufacturing, or industrial enterprises. It is devoted exclusively to the purpose of its foundation as the seat of government of the United States.

THE OLD CITY OF ANNAPOLIS.

Through the sandy reaches of the State of Maryland lies the route to the Capital of that State. It is an uninteresting country from a scenic standpoint, but its fruits and vegetables are highly esteemed in the markets of Baltimore and Washington.

Annapolis, the Capital of Maryland, was founded originally in 1649 as Providence, and subsequently the name was changed to Annapolis, in honor of Queen Anne. It is a quiet old town, not unlike some of those found in Europe. The State Capitol Building is imposing, as is St. John's College, founded in 1784. The principal institution, however, is the United States Naval Academy, established in 1845. The officers of the United States Navy receive their preliminary training and are graduated from here as midshipmen. Modern historic interest attaches to the place also from the fact that the officers of the Spanish fleet captured at Santiago on July 3, 1898, were held here until their release. Annapolis has a population of 8402.

THE START FOR THE WEST.

When the special train conveying His Royal Highness and suite leaves Washington for the West, it will retrace the route from New York as far as Baltimore. Thence it takes another

THE PENNSYLVANIA RAILROAD.

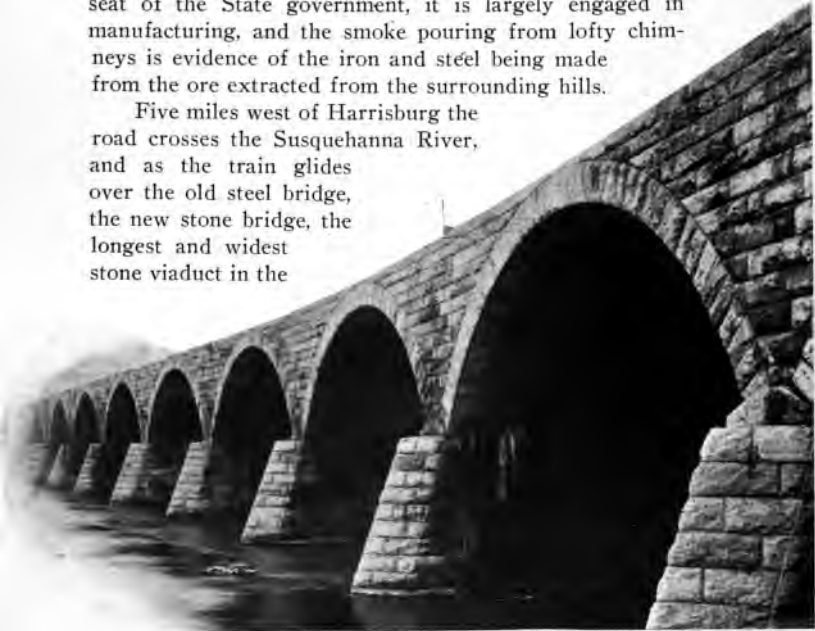
line of the Pennsylvania System through the States of Maryland and Pennsylvania to Harrisburg, where the main line of the Pennsylvania System is entered upon.

The intermediate country is fertile, highly cultivated, and presents many scenes of pastoral beauty.

About forty miles north of Baltimore the State of Pennsylvania is entered. The city of York, with a population of 33,708, is the chief city of this region. It is a manufacturing centre of agricultural implements, many of which are exported.

In a splendid setting of mountain and river scenery lies Harrisburg, the Capital of the State of Pennsylvania. It has developed into a city of 50,167 people from a simple ferry on the Indian trail to the West. Besides its importance as the seat of the State government, it is largely engaged in manufacturing, and the smoke pouring from lofty chimneys is evidence of the iron and steel being made from the ore extracted from the surrounding hills.

Five miles west of Harrisburg the road crosses the Susquehanna River, and as the train glides over the old steel bridge, the new stone bridge, the longest and widest stone viaduct in the



NEW STONE VIADUCT OVER SUSQUEHANNA RIVER.

THE PENNSYLVANIA RAILROAD.

world, is seen on the left. This bridge, which is a succession of forty-eight stone arches, is three thousand eight hundred and thirty feet long, fifty-two feet wide, with four standard-gauge tracks, and required in its construction two hundred thousand tons of stone. From this point on, until the culminating grandeur of scenic wildness is reached at Allegrippus, 150 miles to the west, the scenery is a constantly changing picture of forest-crowned mountain, picturesque foothills, deep-shaded valleys, and sparkling streams.

Leaving the Susquehanna in the distance, the line takes its course along the Juniata River, and clings to the meandering banks of this romantic stream for 100 miles, crossing and re-



THE HORSESHOE CURVE.

crossing it more than a dozen times. The diversity of the scenic effects produced by the ever-changing moods of mountain, valley, and stream lends a spice to the trip which seasons it to the taste of the most exacting lover of natural beauty.

At the one hundred and thirty-first mile-post from Harrisburg, Altoona, the mountain workshop, is reached. Here are located the locomotive and car-building shops of the Pennsylvania Railroad, the most extensive railway shops in America.

Altoona has a population of 38,973, all of which draws its subsistence directly or indirectly from the railroad or its allied enterprises.

Leaving Altoona, the true ascent of the Allegheny Mountains begins. Five miles to the west is the well-known Horse-

THE PENNSYLVANIA RAILROAD.

shoe Curve, famed as much for the wild grandeur of its surroundings as for its worth as an illustration of daring engineering skill. Around the curve and beyond, interest in romantic beauty of the mountains grows, until the summit is attained near the famous peak of Allegrippus. The extreme crest of the range is pierced in the Gallitzin Tunnel, and the descent into the valley of the Conemaugh begins.

Johnstown, which in 1889 was almost swept away by a flood in which 2209 lives were lost, now happily rebuilt, is the home of a great steel plant and other industries. Beyond are the picturesque glades of Sang Hollow, and on through scenes of novel interest to the foreigner, Blairsville, Latrobe, Greensburg, Jeannette, all leaving pleasant impressions as they vanish in the distance. This is the land of mine and furnace, of natural gas and blazing coke oven, and finally, with its crown of smoke resting placidly above it, is Pittsburg, the Iron City of the New World.

THE LAND OF MILL AND FURNACE.

Pittsburg, a busy city of 321,616 people, is the metropolis of iron in America. Its enormous collection of blast furnaces, rolling mills, and foundries produce every conceivable thing that can be made of iron or steel. The manufacture of glass and its products is an important industry, and the products of silver, nickel, and tin, together with the making of all kinds of tools and divers kinds of machinery, combine to make Pittsburg the greatest workshop in the world for the conversion of metals into articles of trade. The manufacture of air-brakes and electrical engines and supplies are also important industries. The surrounding country is thickly studded with manufacturing plants of many kinds, so that the district for miles in area is one thriving hive of industry. The mechanical skill of the American engineer and artisan, progress in science, and supreme achievement in matters material find their best exemplification here. Art and music also have a home beneath the inky cloud that hangs above a thousand mill stacks.

THE PENNSYLVANIA RAILROAD.

Leaving Pittsburg the route takes a southwesterly turn to Cincinnati. About thirty miles west of Pittsburg the train leaves the State of Pennsylvania and enters Ohio, whence the route bisects the heart of this great Commonwealth, passing by the towns of Steubenville, Coshocton, Newark, and other lesser places to Columbus, the State Capital, a handsome city of 125,560 people. Here the line to Cincinnati makes a decided dip to the south, and traversing a fine agricultural region and passing through a number of thriving towns, of which Xenia is the chief, finally ends at Cincinnati, on the northern bank of the Ohio River.

Cincinnati, containing 325,902 inhabitants, is the principal city of the State of Ohio. It is located in the lowlands and on the terraced hills overlooking the sullen waters of the Ohio River. The trade of the city is in grain, cattle (alive and dead), and a number of miscellaneous manufactures. It is also a great distributing point for the South and West, both on account of its fine rail facilities and the boats on the river. The residential section of the city is handsome and the suburbs beautiful. Among its people are many Germans, and under their influence there is much encouragement of art, music, and liberal culture.

A DASH SOUTHWARD.

Almost due south stretches the route from Cincinnati to Chattanooga. The Ohio River is crossed on a fine bridge, the middle of which marks the boundary line between the States of Ohio and Kentucky. A short distance from Cincinnati the line enters the famous Blue Grass region of Kentucky—world-renowned for the breeding of splendid running horses. Great breeding farms meet the eye on every hand, and beautiful scenes of turf-carpeted hills and valleys are spread in every direction. Lexington, a tree-embowered town famed as the burial place of Henry Clay, is the metropolis of the Blue Grass kingdom, and its annual horse sales attract international attention. A few miles south of Lexington the road crosses the Kentucky River on one of the highest bridges in the country. One hundred and forty miles from Chattanooga the line passes



THE PENNSYLVANIA RAILROAD.

from Kentucky into the State of Tennessee, and continues through a fine agricultural and timber region to Chattanooga.

Chattanooga is a manufacturing and trading town of 30,000 people, located on the banks of the Tennessee River, which at this point is bent into many tortuous curves by the interposing mountains. The chief interest in the locality attaches to the battlefields of Chickamaugua and Lookout Mountain. The battlefield of Chickamaugua, where General Bragg, the Confederate, defeated General Rosecrans in command of the Federal Army on September 19, 20, and 21, 1863, is now a National park. Lookout Mountain, on which was waged the sensational battle above the clouds on November 14, 1863, is a picturesque eminence arising some 1700 feet above the city, and accessible by trolley and inclined railroads. The trip up and around the mountain is nerve-stirring, and the view from the summit superb. Diagonally across the State of Tennessee from south-east to the northwest lies the route to Nashville. There are no large cities in this section, but the way is dotted with towns typical of the upper South. The scenery is picturesque, and many pleasing glimpses of the mountains of Tennessee may be enjoyed.

Nashville is a characteristic Southern town of over 80,000 people, who are engaged to a limited extent in manufactures, but principally in trading in cotton and tobacco. It is the seat of government of Tennessee, and an educational centre of some note. In December, 1864, it was the scene of a battle in which General Thomas, in command of the Federal forces, defeated General Hood and his army of Confederates.

On the route from Nashville to Louisville the same general features of an agricultural section prevail. Forty-five miles north of Nashville the State of Kentucky is re-entered, and through the diversified scenes of highland and plain the way leads to Louisville.

THE LAND OF TOBACCO AND WHISKEY.

Louisville, the largest city in the State of Kentucky, with a population of 204,731, is also the largest tobacco market in the world. Its other industries are distilleries of whiskey, tan-

THE PENNSYLVANIA RAILROAD.

neries, pork packing, and varied manufactures. The city is attractively laid out on the banks of the Ohio River, and presents many striking public and private buildings. The city was founded in 1778.

Passing over the Ohio River Bridge, the train moves on the soil of the State of Indiana, of which Indianapolis, with a population of 169,164, is the Capital and the largest city. It is a singularly well-planned and well-built city, adorned by many fine public and private buildings. It is a great railroad centre, and consequently a great shipping mart for the products of the rich soil surrounding it. Pork packing and manufacturing are its principal industries. The next town of importance in Indiana is Terre Haute, with a population of over 36,000, and about ten miles west of this place the road crosses the boundary into the State of Illinois. The level stretches of country, which were originally prairies, continue to the lowlands of the Mississippi River, and present pictures of one of the great corn-producing sections of America.

When the Mississippi River is reached the train crosses into the city of St. Louis, in the State of Missouri, by the great Merchants' Bridge, constructed of steel to the length of 2420 feet, and stops in one of the most imposing railroad stations



UNION STATION, ST. LOUIS.

THE PENNSYLVANIA RAILROAD.

in America. Paralleling the Merchants' is the celebrated Eads Bridge, which at the time of its construction in 1874 was considered a marvel of bridge engineering.

In 1764 St. Louis was a trading post on the very frontier of civilization; now it is the fourth city of the United States, with a population of 575,238. It is the commercial Capital of the Mississippi Valley, and abounds in all the characteristics of a great municipality. More tobacco is manufactured here than anywhere else in the world, and its production of beer, boots and shoes, drugs and chemicals, is enormous. The grain trade is also large. The public buildings and the parks are notable in extent and beauty. The principal park is now being prepared for the great World's Exposition, to be held in 1903.

THE CORN COUNTRY.

Recrossing the Mississippi into the State of Illinois the entire route northward to Chicago lies within that State. This is one of the most productive sections of the United States, and beside its tremendous yield of corn and other agricultural products the land is exceptionally rich in coal and other minerals. The principal towns are East St. Louis, with 29,000 people, engaged in railroad work and manufacturing; Alton, with 14,210, and Springfield, with 34,159. Springfield is the Capital of Illinois, and is a handsome and prosperous town. It is honored as the last resting place of the remains of Abraham Lincoln. Bloomington, with 23,286 people, is a thriving city, and Joliet, with 29,353, is the southern terminus of the great ship canal designed ultimately to connect Lake Michigan with the Mississippi River and the Gulf of Mexico. Joliet is almost a suburb of Chicago, which extends its municipal arms to embrace an entire county.

Chicago, the wonder city of the western world, is also the second in size, numbering its inhabitants at 1,698,575. It is the commercial, financial, and literary capital of the West. Its park system, its boulevards, its water supply, and its lines of transit are exceptionally fine. It is the greatest railroad centre on this continent, and its greatest inland port. The

THE PENNSYLVANIA RAILROAD.

trade in live stock and grain is greater in volume than that of any city in the world, and the provisions and grain collected there are sent out to all civilized nations. A frontier trading post in hostile territory in 1804, swept off the prairie by fire in 1871, it stands to-day the most wonderful example of the undaunted courage, the enterprise, and progress of new-world civilization. The business section of the city is marvelous in its buildings and wonderful in its activity; the residential portion is grand in scope and more than satisfying in the artistic design of its buildings and the beauty of their environment.

The ride to Milwaukee is a pleasant variation of lake views and pleasing landscape. The railroad skirts the shores of Lake Michigan the entire distance, and about forty-five miles from Chicago it enters the State of Wisconsin.

THE LAKE COUNTRY.

Milwaukee, with its 285,315 inhabitants, is the largest city in the State. It is eligibly located on the shore of the lake at the mouth of the river of the same name, and enjoys a large shipping trade in addition to its great railroad tonnage. The brewing of beer is its principal industry, but its manufactured products in metal and leather are also extensive. The residence streets are wide and shaded, and the buildings, both public and private, are artistic and pleasing. An air of thrift and prosperity about the city is a splendid attestation to the industry of its inhabitants.

The route from Chicago to Niagara Falls traverses portions of four great States. Starting almost due east from the tip end of Lake Michigan, the line crosses into Ohio, 160 miles from Chicago, and touches the western end of Lake Erie at Toledo, whose 131,822 inhabitants are engaged in commerce and in manufacturing engines, boilers, pumps, farming implements, and furniture. From Toledo the line follows the southern shore of Lake Erie to Buffalo, and there is much to please the eye of the traveler in the fields and vineyards that border the road.

Cleveland, with 381,768 inhabitants, is the principal city *en route*. It is not only a great commercial and manufac-

THE PENNSYLVANIA RAILROAD.

turing city, but one of the most beautiful in America. Its principal street, Euclid Avenue, ranks with the notable boulevards of the world. In Lake View Cemetery the burial place of the late President Garfield is marked by a handsome monument.

About seventy miles from Cleveland the line passes out of Ohio and skirts across the extreme northwestern corner of Pennsylvania, passing through the lake port of Erie on the way. A short distance east of Erie the road enters New York State, and after passing through a land of grapes and fruit, ends at Buffalo.

Buffalo has a population of 352,219, and is the second city of New York State in rank. Possessing a splendid harbor and fine railroad facilities, its trade is extensive both by the lakes and by rail. Its industrial enterprises are also many and diversified. As the scene of the late Pan-American Exposition it attracted wide notice, especially on account of the originality in the architecture, grouping, and coloring of the Exposition buildings and the superb electrical display, made possible by the matchless power of Niagara Falls.

WHERE THE WATERS RUSH.

This natural wonder of America is twenty-two miles distant. It is the most remarkable phenomenon of its kind in the world. The fall is from 162 to 169 feet, and the volume of water is estimated at 15,000,000 cubic feet per minute. The land surrounding the Falls on both the American and Canadian sides are public reservations, and every possible facility for viewing the magnificent spectacle from every coign of vantage is afforded. In addition to the mystic witchery of the Falls, the fine works of the Niagara Falls Power Company, which has harnessed the rushing waters for conversion into controllable power, are fascinating in their charm.

The trip across the State of New York abounds in interest. The country bordering the route not only yields rich harvests of all the products of the soil and gratifies the eye with scenic effects, but it is dotted at frequent intervals with thrifty towns



NIAGARA FALLS.



THE PENNSYLVANIA RAILROAD.

that earn their prosperity from the productiveness of the surrounding soil.

The first in the course is Rochester, where the beautiful Genesee Falls furnishes tremendous power for numerous manufacturing plants of divers description, of which flour is the staple. It is a handsome, well-constructed city of 162,435 people.

The route from Rochester to Syracuse lies through the picturesque Onondaga Valley. Suggestions of progress in transportation facilities are aroused by contrasting the Erie Canal, which parallels the railroad, with the speed and equipment of the railroads of to-day.

Syracuse, with a population of 108,374, is largely engaged in the manufacture of salt. Its other industries are varied. After leaving Syracuse the beautiful and romantic Mohawk Valley lends a continuing interest to the route. The railroad follows the banks of the Mohawk River as it glides through fertile valleys to find its junction with the Hudson. Indian and classic appellations are strangely mixed in the names of the towns, as Canastota, Oneida, Rome, and Utica attest, but whether named for the aboriginal American or the descendants of Romulus, they are prosperous and pleasing. Herkimer and Amsterdam smack of early Dutch, and whatever may be the origination of Schenectady, it is a busy, modern city—the home of the General Electric Company and their great works.

THROUGH THE EMPIRE STATE.

Albany, the Capital of the State of New York, is situated near the head of navigation of the Hudson River. It is one of the handsomest State Capitals in the United States, as well as a commercial and manufacturing centre of note. The residential portion of the city and the suburbs are notable, and some fine examples of old Dutch and Colonial architecture still remain. Five miles above is Troy, a city of 60,000 busy people, engaged in various manufacturing enterprises, the chief products of the factories being shirts and shirt collars.

From Albany the route to Boston stretches to the east. Forty miles from Albany the train passes the western confines



OLD HOMESTEAD ON JUNIATA RIVER.

THE PENNSYLVANIA RAILROAD.

of the State of Massachusetts and continues therein until Boston is reached. This is the territory known as New England, and almost every town in it is a beehive of artisans. Springfield and Worcester are the principal cities on this route, one having 62,059 and the other 118,421 inhabitants. Springfield is distinguished for the variety of its manufactured products, of which the rifle of the same name is prominent. Boots and shoes are the specialties of Worcester's mills.

Boston, the Capital of the State of Massachusetts, has 560,892 inhabitants. It has a magnificent harbor, and the exports and imports of the port are very large. Numerous manufacturing factories contribute to the trade of the city, and its importance as a financial centre for railroad and mining operations and insurance is universally recognized. The city contains many historic buildings connected with the first settlement of the country, and the modern city reflects, in the wide avenues flanked by palatial residences and the architecture of its public institutions, the solid worth and refined taste of its people. The encouragement of art, music, and literature is the predominating feature of its social life. Harvard University, one of the leading institutions of higher education, is a suburban adjunct. Within the city limits a granite shaft two hundred and twenty-one feet high marks the spot where the first fierce battle of the American Revolution was fought—Bunker Hill. The South Terminal is one of the largest and the most commodious railroad stations in America.

THE RHINE OF AMERICA.

The Hudson River runs directly south from Albany to New York Bay, and along the west bank the route lies. The Hudson is the handsomest river in this country, and it is often described, on account of its fine environment, as the "Rhine of America." The route passes directly through the eastern slopes of the Catskill Mountains, as famous for their picturesque beauty as the legendary lore that attaches to their history. Attractive towns are seen on both banks of the river, and on the western side are Catskill, Kingston, Newburgh, and Cornwall—all pleasing to look upon and pleasant to contemplate in their historic relations.

THE PENNSYLVANIA RAILROAD.

West Point is the home of the United States Military Academy, where the young soldiers are taught the arts of war and are graduated to recruit the officers of the Army. It is more romantic than warlike in its aspect, but its history is intimately entwined with military operations of early Colonial days.

Shortly after leaving West Point, the Palisades of the Hudson rear their heights on the west, while the east bank of the river is thickly studded with handsome villas. At Haverstraw the making of bricks is illustrated by the long files of the product ready for shipment.

On the eastern bank of the river the imposing mausoleum of General Grant catches the eye, and the train stops at the Weehawken terminal.



A TYPICAL PASSENGER LOCOMOTIVE.

ITINERARY.

SUNDAY, FEBRUARY 23.

Via Pennsylvania Railroad.

Miles
between
stations.

Train to be in position for occupancy at Jersey
City Station at 10.00 P. M.

o Lv. NEW YORK (W. 23d St. Station)....(Eastern Time) **12.00 NIGHT**

MONDAY, FEBRUARY 24.

1 Lv. JERSEY CITY, N. J..... **1.00 A. M.**
185 Ar. BALTIMORE, MD..... **9.00 "**

Stop twenty minutes.

o Lv. BALTIMORE, MD..... **9.20 A. M.**
42 Ar. WASHINGTON, D. C..... **10.20 "**

Day and evening in Washington. Train to be in
position for occupancy at 10.00 P. M.

o Lv. WASHINGTON, D. C..... **12.00 NIGHT**

TUESDAY, FEBRUARY 25.

227 Ar. JERSEY CITY, N. J..... **6.40 A. M.**

Breakfast on train.

o Lv. JERSEY CITY, N. J. (special steamer)..... **8.00 A. M.**
9 Ar. SHOOTER'S ISLAND..... **10.00 "**

Launching of the yacht of the German Emperor
at 10.30 A. M.

After the launching ceremonies the special
steamer will return from Shooter's
Island to Jersey City.

Tuesday evening and Wednesday in New York.

THE PENNSYLVANIA RAILROAD.

Miles
between
stations.

WEDNESDAY, FEBRUARY 26.

Train to be in position for occupancy at Jersey
City at 10.00 P. M.

o Lv. NEW YORK (West Twenty-third Street Station).... 12.00 NIGHT

THURSDAY, FEBRUARY 27.

1 Lv. JERSEY CITY, N. J..... 1.30 A. M.
227 Ar. WASHINGTON, D. C..... 9.00 "

Day and night in Washington.

FRIDAY, FEBRUARY 28.

o Lv. WASHINGTON, D. C..... 9.10 A. M.
24 Ar. ODENTON, MD..... 9.45 "

Via Annapolis, Washington & Baltimore Railroad.

o Lv. ODENTON, MD..... 9.50 A. M.
14 Ar. ANNAPOLIS, MD..... 10.30 "

Visit Naval Academy, and luncheon.

o Lv. ANNAPOLIS, MD..... 2.30 P. M.
14 Ar. ODENTON, MD..... 3.20 "

Via Pennsylvania Railroad.

o Lv. ODENTON, MD..... 3.25 P. M.
24 Ar. WASHINGTON, D. C..... 4.00 "

Train to be in position for occupancy 10.00 P. M.

SATURDAY, MARCH 1.

o Lv. WASHINGTON, D. C..... 12.30 A. M.
42 Ar. BALTIMORE, MD..... 1.30 "
o Lv. BALTIMORE, MD..... 1.40 "
85 Ar. HARRISBURG, PA..... 4.30 "
o Lv. HARRISBURG, PA..... 4.40 "
131 Ar. ALTOONA, PA..... 7.55 "
o Lv. ALTOONA, PA..... 8.00 "

Pass around Horseshoe Curve about 8.10 A. M.

Pass through Johnstown at 9.11 A. M.

THE PENNSYLVANIA RAILROAD.

Miles
between
stations.

117 Ar. PITTSBURG, PA.....(Eastern Time) 11.20 A. M.

Stop ten minutes.

At Pittsburg time changes from Eastern to
Central time, one hour later.

Via Pennsylvania Lines.

o Lv. PITTSBURG, PA.....(Central Time) 10.30 A. M.
93 Ar. DENNISON, OHIO..... 1.10 P. M.
o Lv. DENNISON, OHIO..... 1.30 "
100 Ar. COLUMBUS, OHIO 4.30 "
o Lv. COLUMBUS, OHIO..... 4.30 "
120 Ar. CINCINNATI, OHIO 8.00 "

Stop twenty minutes at Pennsylvania Lines Station.

Via Queen & Crescent Route.

o Lv. CINCINNATI, OHIO..... 8.20 P. M.

SUNDAY, MARCH 2.

338 Ar. CHATTANOOGA, TENN. (Central Station)..... 7.00 A. M.

Three hours and thirty minutes for trip to Lookout
Mountain, via Electric Line.

Via Nashville, Chattanooga & St. Louis Railway.

o Lv. CHATTANOOGA, TENN. (Union Station)..... 10.30 A. M.
151 Ar. NASHVILLE, TENN..... 2.30 P. M.

Stop fifteen minutes.

Via Louisville & Nashville Railroad.

o Lv. NASHVILLE, TENN..... 2.45 P. M.
187 Ar. LOUISVILLE, KY..... 7.45 "

Stop ten minutes.

Via Pennsylvania Lines.

o Lv. LOUISVILLE, KY..... 7.55 P. M.
110 Ar. INDIANAPOLIS, IND..... 11.05 "

Stop twenty minutes.

Via Vandalia Line.

o Lv. INDIANAPOLIS, IND..... 11.25 P. M.

THE PENNSYLVANIA RAILROAD.

Miles
between
stations.

MONDAY, MARCH 3.

240. Ar. ST. LOUIS, MO..... 7.00 A. M.

Four hours in St. Louis.

Train to remain conveniently located during stay.

Via Chicago & Alton Railway.

o Lv. ST. LOUIS, MO..... 11.00 A. M.

284 Ar. CHICAGO, ILL..... 6.30 P. M.

Monday evening and Tuesday morning in Chicago.

Train to be located in Union Station for occupancy during stay.

TUESDAY, MARCH 4.

Via Chicago, Milwaukee & St. Paul Railway.

o Lv. CHICAGO, ILL..... 2.00 P. M.

85 Ar. MILWAUKEE, WIS..... 4.00 "

Train to be located in station for occupancy.

o Lv. MILWAUKEE, WIS..... 10.00 P. M.

85 Ar. CHICAGO, ILL..... 12.00 NIGHT

WEDNESDAY, MARCH 5.

Via Lake Shore & Michigan Southern Railway.

o Lv. CHICAGO, ILL..... 12.30 A. M.

540 Ar. BUFFALO, N. Y.....(Central Time) 1.45 P. M.

At Buffalo time changes from Central to Eastern time, one hour earlier.

Stop fifteen minutes.

Via New York Central & Hudson River Railroad.

o Lv. BUFFALO, N. Y.....(Eastern Time) 3.00 P. M.

22 Ar. NIAGARA FALLS, N. Y..... 3.45 "

Train to be conveniently located for occupancy during stay.

Two hours and thirty minutes at Niagara Falls.

THE PENNSYLVANIA RAILROAD.

Miles
between
stations

o	Lv. NIAGARA FALLS, N. Y. (via Lockport).....	6.15 P. M.
77	Ar. ROCHESTER, N. Y.....	8.30 "

Twenty minutes at Rochester.

o	Lv. ROCHESTER, N. Y.....	8.50 P. M.
80	Ar. SYRACUSE, N. Y.....	10.50 "

Stop ten minutes.

o	Lv. SYRACUSE, N. Y.....	11.00 P. M.
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THURSDAY, MARCH 6

148	Ar. ALBANY, N. Y.....	3.00 A. M.
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Via Boston & Albany Railroad.

o	Lv. ALBANY, N. Y.....	3.10 A. M.
202	Ar. BOSTON, MASS. (South Station).....	10.00 "

Train to be located in Huntington Avenue
yards, near Hotel Lenox, for occu-
pancy during stay and until
leaving Boston.

Retire on train.

FRIDAY, MARCH 7.

o	Lv. BOSTON, MASS.....	2.00 A. M.
202	Ar. ALBANY, N. Y.....	8.30 "

Stop two hours.

Via West Shore Railroad.

o	Lv. ALBANY, N. Y.....	10.30 A. M.
94	Ar. WEST POINT, N. Y.....	2.00 P. M.

Stop two hours.

o	Lv. WEST POINT, N. Y.....	4.00 P. M.
47	Ar. WEEHAWKEN, N. J.....	5.30 "

Special ferryboat to West Shore Railroad Station
(West Forty-second Street, New York).

1	Ar. NEW YORK	5.45 P. M.
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THE PENNSYLVANIA RAILROAD.

Miles
between
stations.

SATURDAY, MARCH 8.

SUNDAY, MARCH 9.

In New York.

MONDAY, MARCH 10.

Via Pennsylvania Railroad.

o Lv. NEW YORK (West Twenty-third Street Station)... 8.00 A. M.

Special ferryboat.

i Lv. JERSEY CITY, N. J..... 8.20 A. M.

89 Ar. PHILADELPHIA, PA..... 10.20 "

Five hours and ten minutes in Philadelphia.

Visit Cramp's Shipyard.

Luncheon at Union League.

o Lv. PHILADELPHIA, PA..... 3.30 P. M.

89 Ar. JERSEY CITY, N. J..... 5.25 "

Special ferryboat.

i Ar. NEW YORK (West Twenty-third Street Station).... 5.50 P. M.

